

# C/CAG

CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY

*Atherton • Belmont • Brisbane • Burlingame • Colma • Daly City • East Palo Alto • Foster City • Half Moon Bay • Hillsborough • Menlo Park  
Millbrae • Pacifica • Portola Valley • Redwood City • San Bruno • San Carlos • San Mateo • San Mateo County • South San Francisco • Woodside*

## AIRPORT LAND USE COMMITTEE (ALUC)

### AGENDA

**Date:** Thursday, June 25, 2015

**4:00 p.m.**

**Place:** Burlingame City Hall  
501 Primrose Road  
Burlingame, California  
Council Chamber

PLEASE CALL TOM MADALENA (599-1460) IF YOU ARE UNABLE TO ATTEND.

- |    |  |   |             |
|----|--|---|-------------|
| 1. | Call To Order  | Action<br>(Newman)                      |             |
| 2. | Public Comment On Items Not On The Agenda  | Limited to 3<br>minutes per<br>speaker. |             |
| 3. | Minutes of the January 22, 2015 ALUC Meeting   | Action<br>(Ortiz)                       | Pages 1-2   |
| 4. | Nomination and election of ALUC officer(s)   | Action<br>(Madalena)                    | Page 3      |
| 5. | Presentation on the Draft Final Airport Land Use<br>Compatibility Plan (ALUCP) for the Environs of San<br>Carlos Airport and public hearing on the Draft Final<br>ALUCP for the Environs of San Carlos Airport   | Action<br>(Madalena)                    | Pages 4-6   |
| 6. | Presentation on the Initial Study and Proposed Negative<br>Declaration for the Airport Land Use Compatibility Plan<br>(ALUCP) for the Environs of San Carlos Airport and<br>public hearing on the Initial Study and Proposed<br>Negative Declaration for the ALUCP for the Environs of<br>San Carlos Airport | Action<br>(Madalena)                    | Pages 7-13  |
| 7. | SFO Comprehensive Airport Land Use Compatibility<br>Plan Consistency Review – City of Daly City Planned<br>Development Standards for the Serramonte Shopping<br>Center   | Information<br>(Madalena)               | Pages 14-18 |

# C/CAG

## CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY

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- |                          |                        |
|--------------------------|------------------------|
| 8. Member Communications | Information<br>(Ortiz) |
| 9. Adjournment           | Action<br>(Ortiz)      |

**NOTE: All items appearing on the agenda are subject to action by the Committee. Actions recommended by staff are subject to change by the Committee.**

### Other enclosures/Correspondence

- None.

If you have any questions regarding the C/CAG Airport Land Use Committee Meeting Agenda, please contact Tom Madalena at 650-599-1460 or Sandy Wong at 650-599-1409.

*NOTE: Persons with disabilities who require auxiliary aids or services in attending and participating in this meeting should contact Mima Guilles at 650 599-1406, five working days prior to the meeting date.*

**Airport Land Use Committee (ALUC)**  
**Meeting Minutes**  
**January 22, 2015**

**1. Call to Order**

Chair Newman called the Airport Land Use Committee (ALUC) Meeting to order at 4:03 pm.

Members Present:

Terry O’Connell, Ricardo Ortiz, Steve Okamoto, Robert Gottschalk, Cameron Johnson, Liza Normandy

Staff/Guests Attending:

Sandy Wong, Tom Madalena, John Bergener

Chair Newman mentioned the passing of George Auld, a longtime member of the ALUC. He extended his condolences to the Half Moon Bay Pilots Association and community.

**2. Public Comment On Items Not On The Agenda**

None

**3. Minutes of the November 20, 2014 Meeting**

Motion: Member Gottschalk motioned and member O’Connell seconded the motion for the approval of the November 20, 2014 minutes with a clarification to remove the word ”both” from items 5 and 6 in the minutes. Motion carried unanimously with member Okamoto abstaining.

**4. Election of ALUC Officers for Calendar Year 2015.**

Member Ortiz nominated and member O’Connell seconded the nomination for Rich Newman for Chair. Chair Newman was elected as Chair unanimously. Member Gottschalk nominated and member Okamoto seconded the nomination for member Ortiz for Vice-Chair. Member Ortiz was elected as Vice-Chair unanimously.

**5. San Carlos Airport Comprehensive Airport Land Use Compatibility Plan Consistency Review – City of San Carlos Housing Element (Preliminary Draft 2015-2023)**

Tom Madalena, C/CAG staff, presented this consistency determination on the City of San Carlos Housing Element. Member Ortiz motioned and member O’Connell seconded the motion to accept the staff recommendation to recommend that the C/CAG Board of Directors find the Housing Element conditionally consistent with the San Carlos Airport Comprehensive Airport Land Use Plan with one revision to section III changing “Belmont” to “San Carlos”. Motion carried unanimously.

**6. San Carlos Airport Comprehensive Airport Land Use Compatibility Plan Consistency Review – City of Belmont Housing Element 2015-2023 (December 2014 Draft)**

Tom Madalena presented this consistency determination on the City of Belmont Housing Element. Member Johnson motioned and member O’Connell seconded the motion to accept the staff recommendation to recommend that the C/CAG Board of Directors find the Housing Element conditionally consistent with the San Carlos Airport Comprehensive Airport Land Use Plan. Motion carried unanimously.

**7. SFO Comprehensive Airport Land Use Compatibility Plan (ALUCP) Consistency Review – City of South San Francisco Downtown Station Area Specific Plan**

Tom Madalena presented this consistency determination on the City of South San Francisco Downtown Station Area Specific Plan. Member Ortiz motioned and member Okamoto seconded the motion to accept the staff recommendation to recommend that the C/CAG Board of Directors find the City of South San Francisco Downtown Station Area Specific Plan consistent with the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport (SFO ALUCP). Motion carried unanimously.

**8. Member Communications**

Member Seybert mentioned that we should obtain a clarification on when project sponsors need to file with the Federal Aviation Administration (FAA) for a determination as to hazards to air navigation.

**9. Adjournment**

The meeting was adjourned at 4:43 pm.

## **C/CAG AGENDA REPORT**

**DATE:** June 25, 2015  
**TO:** Airport Land Use Committee  
**FROM:** Tom Madalena  
**SUBJECT:** Election of ALUC Officer(s) for Calendar Year 2015

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### **RECOMMENDATION**

Staff recommends that the C/CAG Airport Land Use Committee (ALUC) hold an election at this meeting to independently elect ALUC Officer(s) for the remainder of the 2015 calendar year.

### **BACKGROUND/ DISCUSSION**

The C/CAG Airport Land Use Committee (ALUC) currently has a vacancy for the Chairperson as a result of Rich Newman retiring from the ALUC. Ricardo Ortiz is the ALUC Vice-Chairperson. Nominations are made from the floor and must receive a second prior to a vote. The officer(s) is/are elected, via a majority of the Committee members present, to serve a one-year term on a calendar year basis (January 1-December 31). The Officers remain in office beyond January 1 until the next ALUC election is held. Those members who are in office prior to the election may be elected again by the Committee to serve in the office. There are no term limits and there is no compensation for either office.

The Chairperson presides at each ALUC Regular Meeting and Special Meeting. The ALUC Vice-Chairperson presides as the Chairperson if the Chairperson cannot attend a Regular Meeting or Special Meeting.

## C/CAG AGENDA REPORT

**DATE:** June 25, 2015  
**TO:** Airport Land Use Committee  
**FROM:** Tom Madalena  
**SUBJECT:** Presentation on the Draft Final Airport Land Use Compatibility Plan (ALUCP) for the Environs of San Carlos Airport and public hearing on the Draft Final ALUCP for the Environs of San Carlos Airport

(For further information or questions contact Tom Madalena at 599-1460)

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### **RECOMMENDATION**

That the Airport Land Use Committee (ALUC) receive a presentation on the Draft Final Airport Land Use Compatibility Plan (ALUCP) for the Environs of San Carlos Airport and open the public hearing on the ALUCP for the Environs of San Carlos Airport.

### **FISCAL IMPACT**

Funding for the preparation of the ALUCP for the Environs of San Carlos Airport has been included in the adopted C/CAG Budget.

### **BACKGROUND**

The purpose of an airport land use compatibility plan (ALUCP) is to protect the public from the adverse effects of airport noise, ensure that people and facilities are not concentrated in areas susceptible to aircraft accidents, and ensure that no structures or activities encroach upon or adversely affect the navigable airspace in the vicinity of the airport. Through appropriate policy implementation, the overall goal is to protect the public investment in the airport as a safe and viable element of the national air transportation system. Airport compatible land uses are generally defined as follows:

“Airport-compatible land uses are those uses that can coexist with a nearby airport without either constraining the safe and efficient operation of the airport or exposing people living or working nearby to unacceptable levels of noise or hazards. Compatibility concerns include any impact that adversely affects the livability of surrounding communities, as well as any community characteristic that can adversely affect the viability of an airport.”(source: American Planning Association Planning Advisory Service Report No. 562, *Planners and Planes: Airports and Land-Use Compatibility* November 2010.

### **DISCUSSION**

Hard copies of the Draft Final ALUCP will be brought to the meeting for ALUC members. The electronic copy is available for download at <http://ccag.ca.gov/committees/airport-land-use-committee/> or <http://www.alucp-sancarlosairport.com/>.

A presentation on the Draft Final Airport Land Use Compatibility Plan (ALUCP) for the Environs of San Carlos Airport will be presented by the project consultant, ESA Airports.

The ALUCP promotes airport compatible land use planning within a defined airport influence area (AIA) via policy implementation to address aircraft noise impacts, runway end safety criteria (i.e. density and intensity of land uses), and height of structures/airspace protection. The size, character, and design of the airport influences the scope and applicability of the airport land use compatibility criteria.

The Draft Final ALUCP for the Environs of San Carlos Airport was prepared with reference to and is consistent with the guidance provided by the Caltrans Division of Aeronautics in the 2011 version of the *California Airport Land Use Planning Handbook* per PUC Sections 21674.5 and 21674.7 and other relevant state and federal statutes and regulations. The document consists of four chapters and several appendices. Chapter One includes an overview and outlines the ALUCP purpose and scope. The remaining three chapters provide the following information: all applicable land use policies and plans in the San Carlos environs, baseline information about San Carlos Airport, including an overview of the airport and its operations, and policies and criteria to address aircraft noise, runway end safety zones, and height of structures/airspace protection. Several appendices are included in the draft document to supplement the analysis presented in the ALUCP and provide implementation materials for use by C/CAG staff and local planning agencies to achieve the land use compatibility goals of the ALUCP.

State law requires an airport land use commission to base an ALUCP on an airport master plan or the most current FAA-approved Airport Layout Plan (ALP) for the subject airport. The Draft Final ALUCP is based on the most recent (2010) ALP for San Carlos Airport that was prepared for the County of San Mateo Department of Public Works Airport Division.

The ALUC has received two prior presentations on the ALUCP for the Environs for San Carlos Airport. One presentation was on the white paper (July 31, 2014) and the second presentation was on the Preliminary Draft (November 20, 2014). A public workshop was held on December 9, 2014 at the San Carlos Library. The announcement for the workshop was posted on the C/CAG website and was emailed out to interested parties, PAT Members, Public Works Directors, Planning Directors and Elected Officials on the C/CAG Board. A reminder for the public workshop was also sent to key staff, ALUC, Planning Directors, City Managers and Elected Officials at the City of Redwood City, City of Belmont, City of San Carlos, Town of Atherton and County of San Mateo. The Public Workshop had 27 members of the public attend and staff did not receive any written comments at the meeting. Staff received two comments through the project website and one comment via email before the public workshop. The Preliminary Draft ALUCP has been reviewed by the ALUC, Project Advisory Team (PAT) and C/CAG staff.

ESA Airports has now prepared the Draft Final ALUCP and has incorporated revisions where appropriate based on the comments received. A Project Advisory Team meeting was held on Tuesday June 2, 2015 and PAT members have the opportunity to provide additional comments on the Draft Final ALUCP until June 30, 2015. The Draft Final ALUCP is now posted to the project website and will also be made available for public comments along with the associated environmental review documents (Initial Study, Negative Declaration). The final ALUCP will include an appendix that will contain the comments as well as the responses to those comments as an appendix to the ALUCP.

A legal notice was placed in the San Mateo County Times and announced the availability of the document for public review and comment and provides for a 30 day review period from August 17th-September 15, 2015. The documents will be posted to the C/CAG website, the project website and will be available in hard copy at the C/CAG office and at the public libraries in Redwood City, San Carlos, Belmont and Foster City. The C/CAG Board of Directors will also receive a presentation on the Draft

Final ALUCP on August 13<sup>th</sup> and this meeting is being advertised as a Public Hearing as well to provide multiple opportunities for the public to hear about and provide comments on the Draft Final ALUCP for the Environs of San Carlos Airport.

After the final comments are received from the PAT members and the public revisions will be made where appropriate. Staff will bring back a recommendation for the ALUC to recommend that the C/CAG Board of Directors review and approve the Final ALUCP, Initial Study and Negative Declaration for the Airport Land Use Compatibility Plan for the Environs of San Carlos Airport at the September 24, 2015 ALUC meeting.

Final adoption of the ALUCP by the C/CAG Board of Directors is scheduled to occur at the October 8<sup>th</sup> Board meeting.

### **ATTACHMENTS**

- Draft Final ALUCP for the Environs of San Carlos Airport is available for download (<http://ccag.ca.gov/committees/airport-land-use-committee/> or <http://www.alucp-sancarlosairport.com/>)

# C/CAG AGENDA REPORT

**DATE:** June 25, 2015  
**TO:** Airport Land Use Committee  
**FROM:** Tom Madalena  
**SUBJECT:** Presentation on the Initial Study and Proposed Negative Declaration for the Airport Land Use Compatibility Plan (ALUCP) for the Environs of San Carlos Airport and public hearing on the Initial Study and Proposed Negative Declaration for the ALUCP for the Environs of San Carlos Airport

(For further information or questions contact Tom Madalena at 599-1460)

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## **RECOMMENDATION**

That the Airport Land Use Committee (ALUC) receive a presentation on the Initial Study and Proposed Negative Declaration for the Airport Land Use Compatibility Plan (ALUCP) for the Environs of San Carlos Airport and open the public hearing on the Initial Study and Proposed Negative Declaration for the ALUCP for the Environs of San Carlos Airport.

## **FISCAL IMPACT**

Funding for the preparation of the proposed Negative Declaration and Initial Study for the ALUCP for the Environs of San Carlos Airport has been included in the adopted C/CAG Budget.

## **BACKGROUND**

The purpose of an airport land use compatibility plan (ALUCP) is to protect the public from the adverse effects of airport noise, ensure that people and facilities are not concentrated in areas susceptible to aircraft accidents, and ensure that no structures or activities encroach upon or adversely affect the navigable airspace in the vicinity of the airport. Through appropriate policy implementation, the overall goal is to protect the public investment in the airport as a safe and viable element of the national air transportation system. Airport compatible land uses are generally defined as follows:

“Airport-compatible land uses are those uses that can coexist with a nearby airport without either constraining the safe and efficient operation of the airport or exposing people living or working nearby to unacceptable levels of noise or hazards. Compatibility concerns include any impact that adversely affects the livability of surrounding communities, as well as any community characteristic that can adversely affect the viability of an airport.”(source: American Planning Association Planning Advisory Service Report No. 562, *Planners and Planes: Airports and Land-Use Compatibility* November 2010.

## **DISCUSSION**

The C/CAG Board is the Lead Agency for the preparation of the environmental documents related to the Airport Land Use Compatibility Plan (ALUCP) for the Environs of San Carlos Airport. The environmental review process includes the preparation of an Initial Study (IS) to determine the appropriate level of environmental review (i.e. a negative declaration (ND) or a draft environmental impacts report (DEIR)) related to a proposed action (plan or project).

An Initial Study (IS) is a preliminary analysis prepared to determine if the project will have a significant effect(s) on the environment. It also contains information that supports a conclusion that the project will not have a significant effect(s) on the environment or that the potential impacts can be mitigated to a “less than significant” or “no impact” level. If there is no substantial evidence that the project may have a significant effect(s) on the environment, the Lead Agency shall prepare a proposed Negative Declaration (ND).

An Initial Study (IS) was prepared for this ALUCP. The IS document contains an Environmental Checklist for assessing potential environmental impacts of the proposed project (plan). A brief explanation is provided for all responses contained in the Checklist, including supportive documentation for those responses identified as “No Impact or “Less than Significant Impact.” As a result of a 2007 California Supreme Court decision (*Muzzy Ranch Co.*) the IS document also includes a displacement analysis to analyze the potential for future development within the Airport Influence Area (AIA) boundary to move elsewhere based on implementation of the ALUCP land use compatibility policies. The Development Displacement Analysis Technical Report determined that implementation of the ALUCP update is not expected to result in displacement of future residential development. For non-residential development there is the potential to displace 447,891 square feet of commercial land uses inside of Safety Zone 2 as a result of the implementation of the updated ALUCP for the Environs of San Carlos Airport. However, there is adequate land available within the AIA outside of Safety Zone 2 to accommodate any uses displaced from within Safety Zone 2. The ultimate authority for implementation of the ALUCP rests with local governments as the local land use permitting authorities. Potential displacement effects could change depending on specific implementation actions taken by local governmental agencies. Based on analysis undertaken to fill out the Initial Study Checklist, the proposed ALUCP update is not expected to result in any potentially significant environmental impacts and no mitigation is necessary.

A Negative Declaration (ND) is a document prepared by the Lead Agency pursuant to the analysis in the Initial Study that states the proposed action will not have a significant effect(s) on the environment. A proposed Negative Declaration was prepared for the ALUCP for the Environs of San Carlos Airport as a result of the analysis in the Initial Study.

The proposed Negative Declaration and Initial Study for the ALUCP for the Environs of San Carlos Airport (state-mandated countywide plan) are being made available for public comment. Hard copies of the document will be available at the C/CAG office, the libraries of the cities of San Carlos, Redwood City, Belmont and Foster City. The proposed Negative Declaration and Initial Study document will also be made available through the C/CAG website ([www.ccag.ca.gov/](http://www.ccag.ca.gov/)) as well as the project website (<http://www.alucp-sancarlosairport.com/>). Staff published a legal notice on the availability of the document in the San Mateo County Times. The legal notice announced the availability of the documents for public review and comment and provides for a 30 day review period from August 17-September 15, 2015.

Two public hearings will be held to provide the public multiple opportunities to comment. The first will be at the June 25<sup>th</sup> ALUC meeting and the second will be held at the August 13, 2015 C/CAG Board of Directors meeting.

The final adoption of the ALUCP and associated Initial Study/Negative Declaration is scheduled for October 8, 2015.

## **ATTACHMENTS**

- Draft Initial Study for San Carlos Airport ALUCP available for download (<http://ccag.ca.gov/committees/airport-land-use-committee/> or <http://www.alucp-sancarlosairport.com/>)
- Proposed Negative Declaration Airport Land Use Compatibility Plan for the Environs of San Carlos Airport
- Notice of Intent to adopt a Negative Declaration

# PROPOSED NEGATIVE DECLARATION

## AIRPORT LAND USE COMPATIBILITY PLAN FOR THE ENVIRONS OF SAN CARLOS AIRPORT

**Project Name:** Airport Land Use Compatibility Plan for the Environs of San Carlos Airport (ALUCP or proposed project).

**Lead Agency/Project Proponent:** The City /County Association of Governments of San Mateo County (C/CAG), acting in its capacity as the Airport Land Use Commission for San Mateo County.

**Brief Project Description:** The basic function of the ALUCP is to promote compatibility between San Carlos Airport (Airport) and the land uses that surround the Airport. As such, the ALUCP includes specified limitations and conditions on the future development of new residential, commercial and other noise and risk-sensitive land uses surrounding the Airport. The ALUCP provides land use compatibility policies and criteria for the area surrounding the Airport, and includes components describing the Airport, existing and planned land use patterns in the Airport environs, compatibility zone maps, compatibility policies and criteria, and procedural policies.

**Project Location:** The ALUCP establishes policies applicable to the development of future land use in the area surrounding the Airport, which is located in San Mateo County. The ALUCP establishes a two-part Airport Influence Area (AIA). AIA Area A covers the southeastern portion of San Mateo County, between Menlo Park and Hillsborough. AIA Area B, the project referral area, includes portions of the Cities of Belmont, Foster City, Redwood City, San Carlos, and San Mateo, and parts of unincorporated San Mateo County. Within Area B, agencies would be required to submit proposed general plan amendments, specific plans, and zoning ordinances and amendments to C/CAG, in its role as the Airport Land Use Commission, for determinations of consistency with the ALUCP.

AIA Areas A, which depicts the Airport's location within a regional context, is shown on **Exhibit 3-1**, on page 3-3 of the Initial Study. AIA Area B, the project referral area, is also depicted on Exhibit 3-1.

**Initial Study:** An Initial Study of the ALUCP was prepared in accordance with the California Environmental Quality Act (CEQA)<sup>1</sup> and its implementing guidelines<sup>2</sup> to ascertain whether implementation of the ALUCP might have a significant effect on the environment. A copy of the Initial Study is attached to this proposed Negative Declaration and is incorporated by reference.

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<sup>1</sup> California Public Resources Code §21000 et seq.

<sup>2</sup> 14 Cal. Code Regs. §15000, et seq.

**Finding:** C/CAG Board of Directors finds, on the basis of the whole record before it (including the Initial Study, and any comments received and responses thereto), that there is no substantial evidence that the ALUCP for the Airport may have a significant effect on the environment and that this Negative Declaration reflects the ALUC's independent judgment and analysis.

**Date:** October 8, 2015

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Sandy Wong  
Executive Director  
City/County Association of Governments of San Mateo County

**CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY**

**NOTICE OF INTENT TO ADOPT A NEGATIVE DECLARATION FOR AND PUBLIC COMMENT NOTICE ON A  
PROPOSED UPDATE OF THE AIRPORT LAND USE COMPATIBILITY PLAN (ALUCP)  
FOR THE ENVIRONS OF SAN CARLOS AIRPORT**

**Lead Agency:** The City/County Association of Governments of San Mateo County (C/CAG), acting in its capacity as the Airport Land Use Commission for the County of San Mateo, intends to adopt a Negative Declaration, prepared pursuant to the California Environmental Quality Act (CEQA), for the proposed Airport Land Use Compatibility Plan for the Environs of San Carlos Airport (the ALUCP or proposed project).

**Project Description and Location:** The proposed ALUCP is a state mandated plan to promote compatibility between San Carlos Airport (Airport) and future land uses and development in the Airport environs. The ALUCP includes land use compatibility policies and criteria to address aircraft noise impacts, runway end safety zones, and height of structures/airspace protection. The content of the ALUCP is guided by relevant provisions in the California Airport Land Use Planning Handbook and other state and federal regulations and criteria.

The geographic scope of the ALUCP update includes a proposed Airport Influence Area (AIA). The Airport Influence Area defines a boundary for airport land use compatibility policy implementation. The boundary includes portions of unincorporated San Mateo County, and the cities of San Carlos, Belmont, Foster City, Redwood City, and San Mateo. Within the Airport Influence Area, local land use agencies would be required to submit proposed general plan amendments, specific plans, and zoning ordinances and amendments to C/CAG, in its role as the Airport Land Use Commission, for determinations of consistency with the ALUCP. The AIA boundary will be established by the C/CAG Board after hearing and consultation with the involved agencies, consistent with the requirements of Section 21675(c) of the California Public Utilities Code.

**Public Review and Comment Period:** The Initial Study and Negative Declaration is available for public review and comment for a 30-day period, beginning on Monday, August 17, 2015, and ending on Tuesday, September 15, 2015. Written comments must be received by mail or email no later than 5:00 p.m. on Tuesday, September 15, 2015. Please direct all comments to:

Tom Madalena  
City/County Association of Governments of San Mateo County  
555 County Center, 5<sup>th</sup> Floor  
Redwood City, CA 94063  
Email: [tmadalena@smcgov.org](mailto:tmadalena@smcgov.org)

**Document Availability:** Copies of the Initial Study, Negative Declaration, and the Draft Final Airport Land Use Compatibility Plan will be available during normal business hours (8:30 a.m. to 5:00 p.m., Monday -Friday) at C/CAG's offices located on the 4<sup>th</sup> Floor of the County office building at 555 County Center, Redwood City, CA 94063). These documents will also be available online at: [www.ccag.ca.gov](http://www.ccag.ca.gov) or <http://www.alucp-sancarlosairport.com/>. Hard copies are also available for review at the following locations:

Redwood City Library  
1044 Middlefield Road  
Redwood City, CA 94063

San Carlos Library  
610 Elm Street  
San Carlos, CA 94070

Belmont Library  
1110 Alameda de las Pulgas  
Belmont, CA 94002

Foster City Library  
1000 E. Hillsdale Blvd.  
Foster City, CA 94404

**Public Hearings:**

The C/CAG Airport Land Use Committee (ALUC) will hold a public hearing on the proposed Initial Study, Negative Declaration, and Draft Final ALUCP on June 25, 2015, 4:00 p.m., at the following location:

Burlingame City Hall  
501 Primrose Road, Council Chambers  
Burlingame, CA 94010

The C/CAG Board will hold a public hearing on the proposed Initial Study, Negative Declaration, and Draft Final ALUCP on August 13, 2015, 6:30 p.m., at the following location:

San Mateo County Transit District Office  
1250 San Carlos Avenue, Second Floor Auditorium  
San Carlos, CA 94070

The final adoption will be at the C/CAG Board meeting on October 8, 2015 at 6:30 p.m. at the same location.

No action or proceeding may be brought under CEQA to challenge C/CAG's adoption of the proposed Negative Declaration, or its approval of the proposed project, unless the alleged grounds for noncompliance were presented to C/CAG either orally or in writing by any person during the public comment period or prior to filing of the notice of determination.

## C/CAG AGENDA REPORT

Date: June 25, 2015  
To: Airport Land Use Committee  
From: Tom Madalena  
Subject: SFO Comprehensive Airport Land Use Compatibility Plan Consistency Review – City of  
Daly City Planned Development Standards for the Serramonte Shopping Center

(For further information or response to questions, contact Tom Madalena at 650-599-1460)

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### **RECOMMENDATION**

That the ALUC receive a presentation on this information item on the consistency review of the Planned Development Standards for the Serramonte Shopping Center.

### **FISCAL IMPACT**

None

### **SOURCE OF FUNDS**

Funding for the consistency determinations is derived from the C/CAG general fund.

### **BACKGROUND**

The Airport Land Use Committee (ALUC) meeting in May was canceled. This item was brought forward to the Board without a recommendation from the ALUC due to the time sensitive nature of consistency determinations. It is being brought forward to the ALUC as an information item. The C/CAG Board determined that the Planned Development Standards were consistent with the applicable airport/land use policies and criteria contained in the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport (SFO ALUCP) at the June 11, 2015 Board meeting.

The City of Daly City has been working on an application to expand the Serramonte Shopping Center. In order for the expansion to occur the project required new Planned Development Standards for the Serramonte Shopping Center site which establish a Planned Development Zoning District. These standards were revised to allow for the expansion of the shopping center and included an increase in height for buildings up to a maximum of 85 feet. This new zoning is specific to the Serramonte Shopping Center parcels.

Daly City Serramonte Center, LLC, is proposing to expand the existing Shopping Center over the course of approximately 10 years. At buildout, the project would add a maximum of 328,600 square feet of retail, entertainment, and restaurant space; a 65,000-square-foot medical building; and a 75,000-square-foot hotel. Additionally, a maximum 348,000-square-foot aboveground parking garage with up to 1,080 parking spaces would be constructed on the northwestern side of the shopping center when the existing parking fields on the property cannot support the City-mandated ratio of stalls to retail area.

## **DISCUSSION**

### **I. ALUCP Consistency Evaluation**

There are three airport/land use compatibility issues addressed in SFO ALUCP that relate to the proposed Planned Development Standards for the Serramonte Shopping Center. These include: (a) consistency with noise compatibility policies, (b) safety criteria, and (c) airspace compatibility criteria. The following sections address each issue.

#### **(a) Noise Policy Consistency Analysis**

The Community Noise Equivalent Level (CNEL) 65 dB aircraft noise contour defines the state and federal threshold for aircraft noise-sensitive land use impacts. This is the threshold used by the SFO ALUCP. A portion of the City of Daly City is inside of the CNEL 65 dB noise exposure contours for SFO. However, the Serramonte Shopping Center site is located outside of this noise contour.

Therefore, the City of Daly City Planned Development Standards for the Serramonte Shopping Center are consistent with the SFO ALUCP noise policies.

#### **(b) Safety Criteria**

The California Airport/Land Use Planning Handbook requires airport land use compatibility plans to include safety zones for each runway end. The SFO ALUCP includes safety zones and related land use compatibility policies and criteria. The Serramonte Shopping Center housing opportunity sites are located outside the safety zone configurations established for the SFO ALUCP.

Therefore, the City of Daly City Planned Development Standards for the Serramonte Shopping Center are consistent with the SFO ALUCP safety policies.

#### **(c) Height of Structures, Use of Airspace, and Airspace Compatibility**

The SFO ALUCP incorporates the provisions in Title 14 of the Code of Federal Regulations Part 77 (14 CFR Part 77), "Objects Affecting Navigable Airspace," as amended, to establish height restrictions and federal notification requirements related to proposed development within the 14 CFR Part 77 airspace boundaries for San Francisco International Airport. The regulations contain three key elements: (1) standards for determining obstructions in the navigable airspace and designation of imaginary surfaces for airspace protection, (2) requirements for project sponsors to provide notice to the Federal Aviation Administration (FAA) of certain proposed construction or alteration of structures that may affect the navigable airspace, and (3) the initiation of aeronautical studies, by the FAA, to determine the potential effect(s), if any, of the proposed construction or alterations of structures on the subject airspace.

The Serramonte Shopping Center is located inside of the Outer Boundary of TERPS Approach and One Engine Inoperative (OEI) Departure Surfaces. The SFO Planning Staff, using SFO's iALP Airspace Tool, provided an analysis of the obstruction height for the parcels that comprise the Serramonte Shopping Center. This analysis shows that the lowest critical aeronautical surface for the Serramonte Shopping Center parcels that cannot be exceeded by a structure is approximately 155.21

feet above ground level. The maximum height allowed in the new Planned Development Standards is 85 feet above ground level.

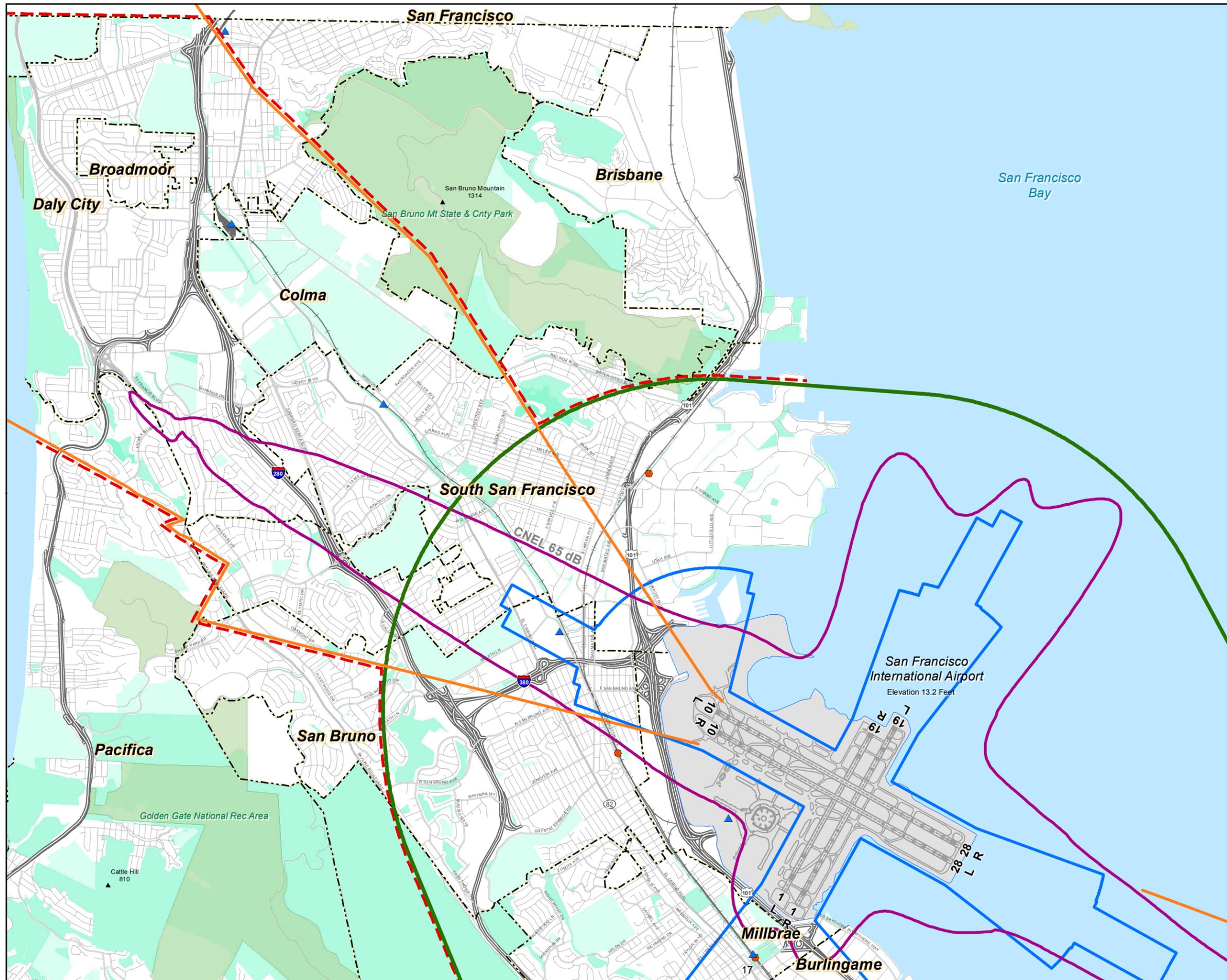
Therefore, the City of Daly City Planned Development Standards for the Serramonte Shopping Center are consistent with the SFO ALUCP airspace protection policies.

Under Federal law, it is the responsibility of the project sponsor to comply with all notification and other requirements described in 14 CFR Part 77. The city should notify Daly City Serramonte Center, LLC at the earliest opportunity to file form 7460-1 *Notice of Proposed Construction or Alteration*, if required, with the Federal Aviation Administration (FAA) to determine whether a project will constitute a hazard to air navigation. Subpart B of 14 CFR Part 77 provides guidance on determining when this form should be filed. The FAA has also developed an online tool for project sponsors to use when determining whether they are required to file the *Notice of Proposed Construction or Alteration*. Sponsors of proposed projects are urged to refer to this website to determine whether they are required to file Form 7460-1 with the FAA:

<https://oeaaa.faa.gov/oeaaa/external/gisTools/gisAction.jsp?action=showNoNoticeRequiredToolForm>

#### **ATTACHMENTS**

- Attachment 1 – Location map for Serramonte Shopping Center
- Attachment 2 – Exhibit IV-17 – Critical Aeronautical Surfaces



- LEGEND**
- Boundary for Airport Influence Area B
  - Outer Boundary of Safety Zones
  - CNEL Contour, 2020 Forecast
  - 14 CFR Part 77 Conical Surface
  - Outer Boundary of TERPS Approach and OEI Departure Surfaces
  - Airport Property
  - ▲ BART Station
  - CALTRAIN Station
  - Municipal Boundary
  - Railroad
  - Freeway
  - Road
  - Local Park, Golf Course, Cemetery
  - Regional Park or Recreation Area
  - Open Space

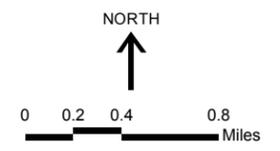
Sources:

100:1 FAA Notification Zone: Ricondo & Associates, Inc. and Jacobs Consultancy, based on 14 CFR Part 77, Subpart B, Section 77.9.

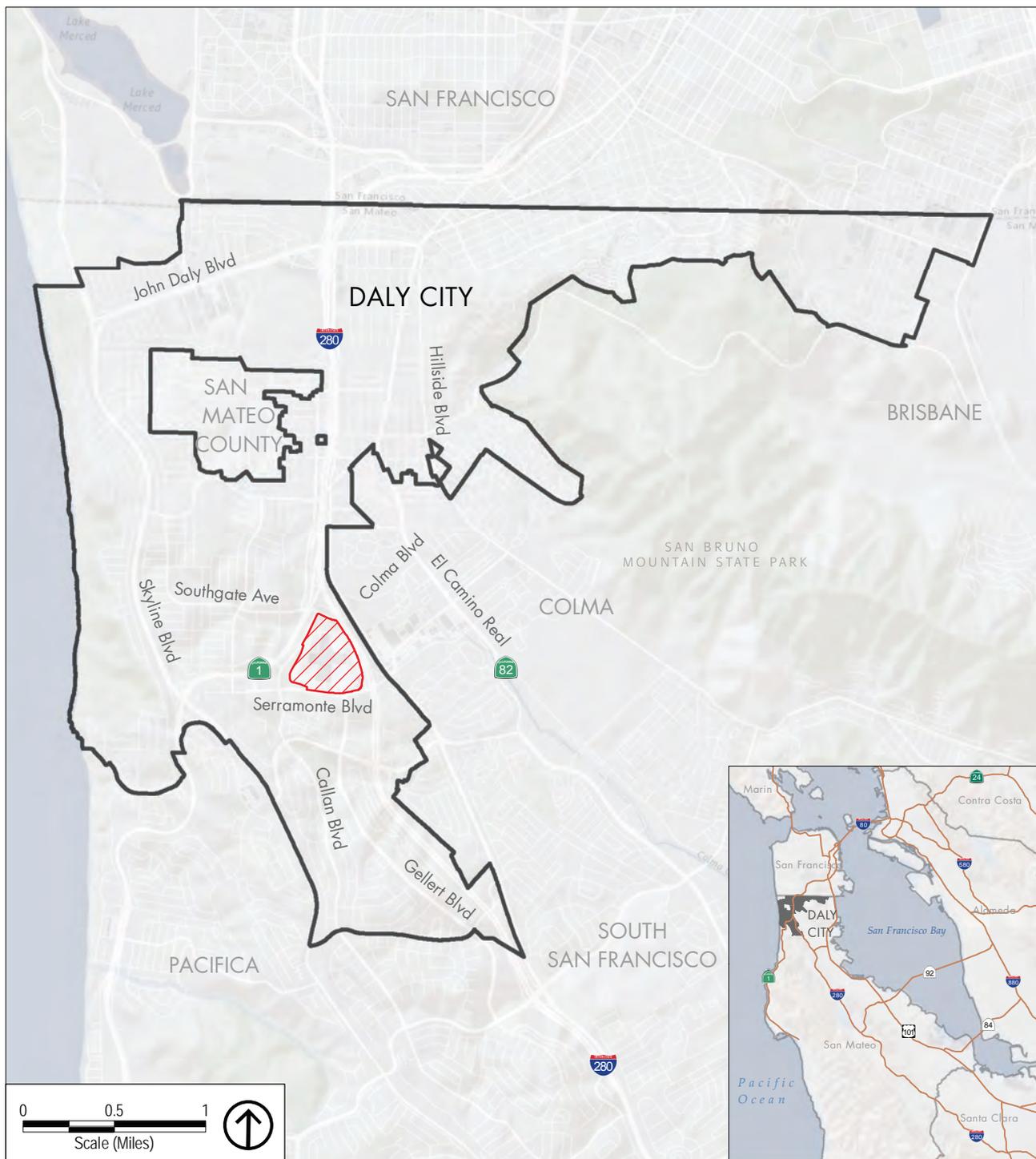
Outer Boundary of TERPS Approach and OEI Departure Surfaces: San Francisco International Airport, Jacobs Consultancy, and Planning Technology Inc., 2009

Safety Compatibility Zones: Jacobs Consultancy Team, 2009; Ricondo & Associates, Inc., 2011

Noise Contour: URS Corporation and BridgeNet International. Draft Environmental Assessment, San Francisco International Airport Proposed Runway Safety Area Program, June 2011



PROJECT DESCRIPTION



SOURCE: SAN MATEO COUNTY, 2013; METROPOLITAN TRANSPORTATION COMMISSION, 2013; PlaceWorks, 2014; ESRI 2010; FHA 2002.

-  Project Boundary Site
-  City Limits

Figure 3-1  
Regional and Local Location